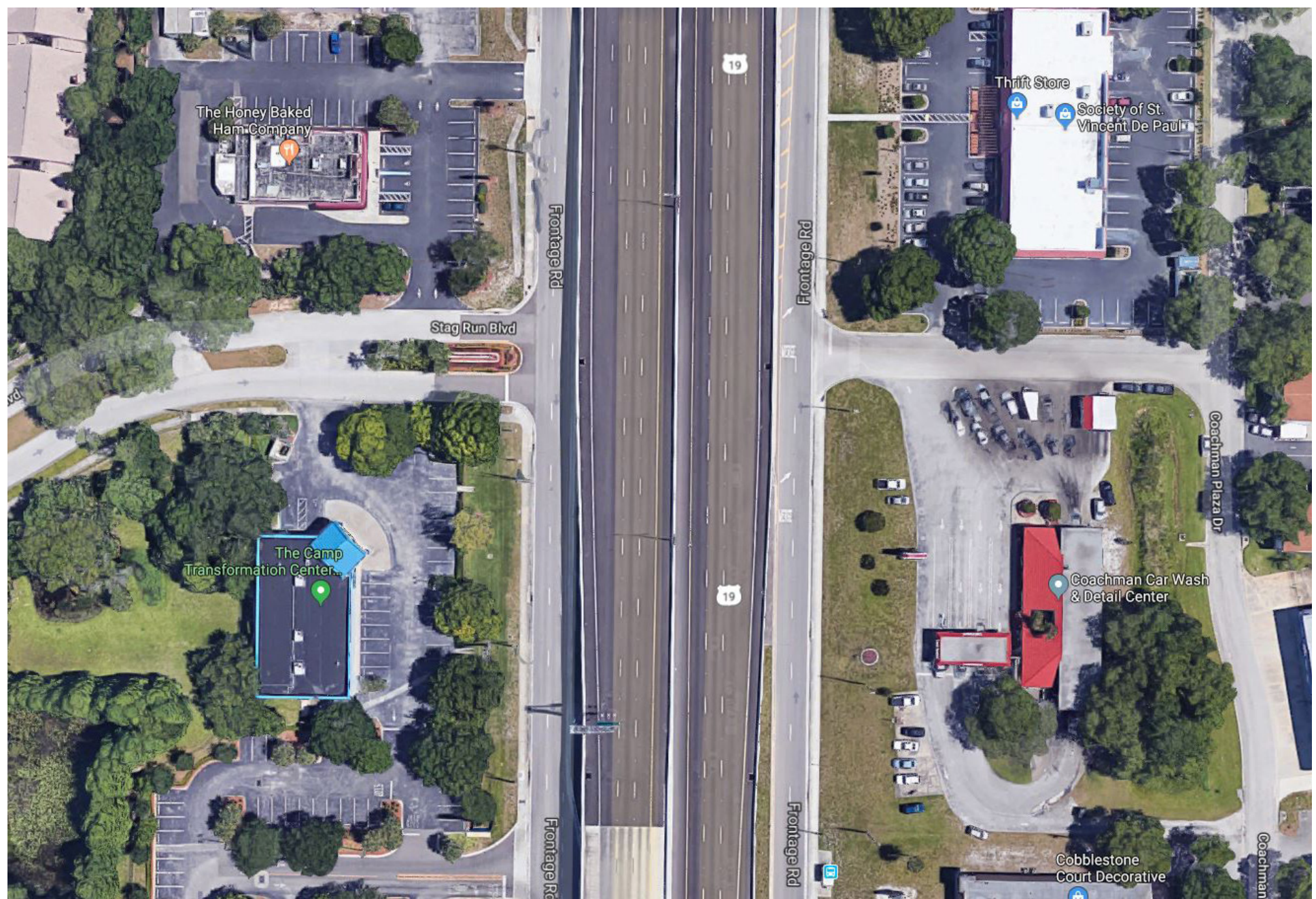


Interchange Types: I-440 to Trawick Rd



Street Width

- Significant impact in this segment
- Existing right-of-way ranges from 150 feet to 180 feet in this area
- Proposed street width is 196 feet
- Right-of-way will be larger at intersections for turn lanes and potential BRT stations

Tight Diamond Interchange

- Through lanes don't have traffic signals
- Ramps parallel to intersecting streets
- Street corners can remain active
- Lower vehicle speeds through turns
- High-quality bike/ped facilities on bridge

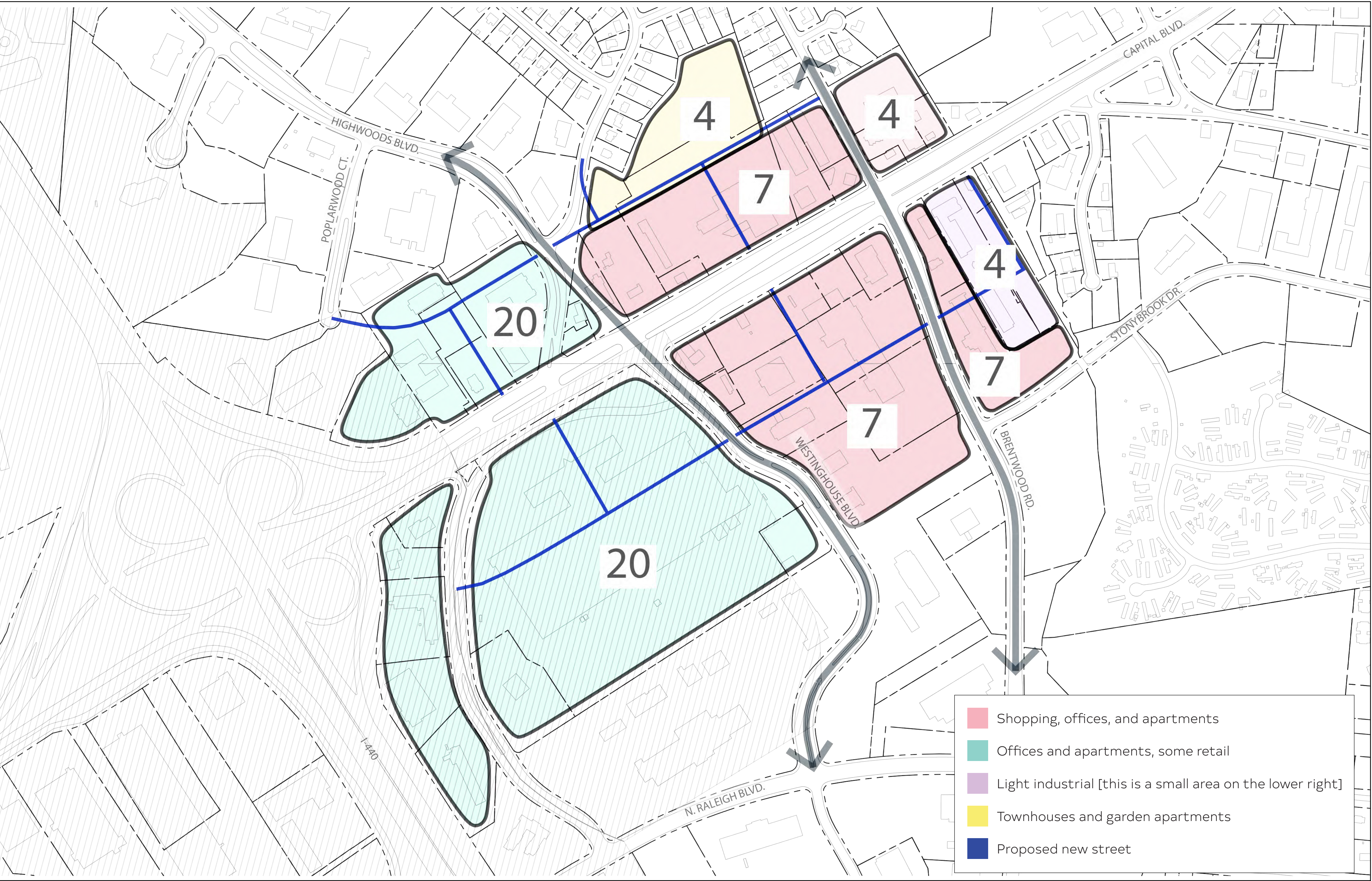
Right-in, Right-out Intersection

- Local lanes continue along corridor
- Access to through lanes by openings farther along corridor
- Cross street would not allow left turns at Capital Blvd

Proposed Interchange Types

NCDOT project I-5970 is likely to propose changes to Highwoods Blvd/ Westinghouse Blvd and Brentwood Rd. This study does not propose modifications to these intersections.

Land Use Concept: Highwoods



Highwoods/Westinghouse

- Current Recommendation: Light industrial on south side of Capital, office park on north side
- Proposed Recommendation: Office, apartments, and some retail on both sides
- Recommended height: Up to 20 stories

North of Stonybrook

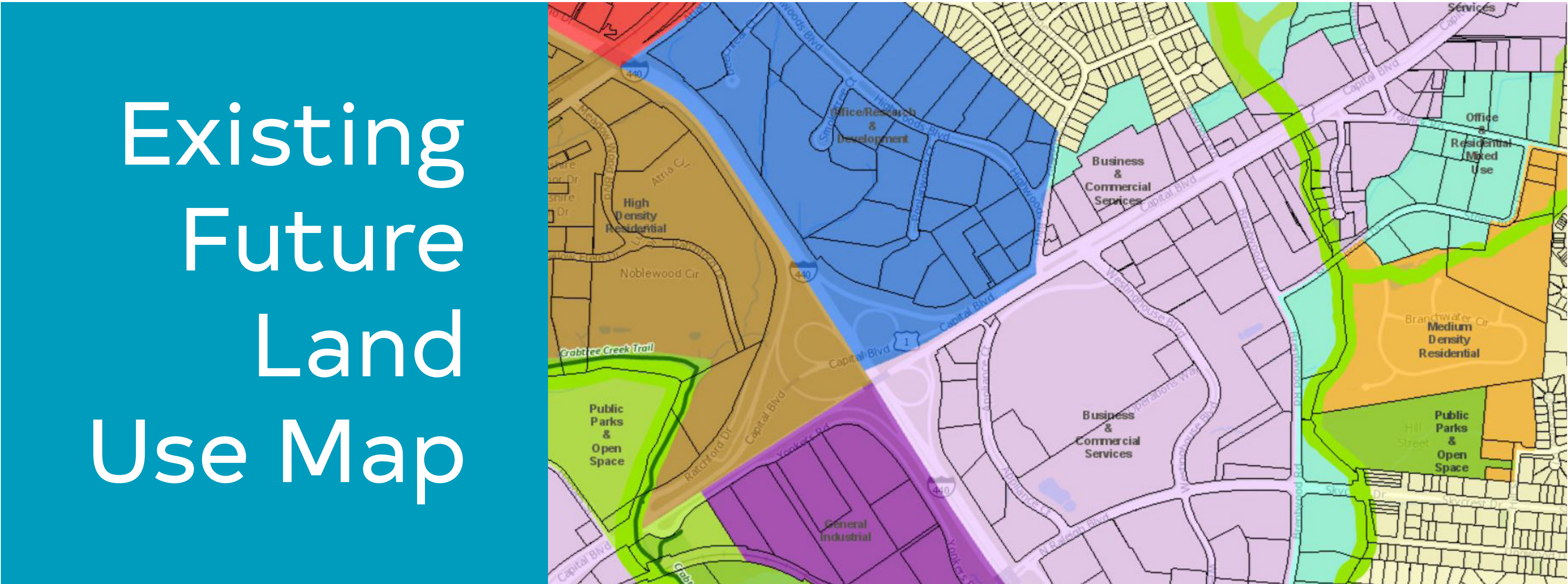
- Current recommendation: Light industrial
- Proposed recommendation: No change
- Proposed height: Up to 4 stories

Adjacent to Brentwood Neighborhood

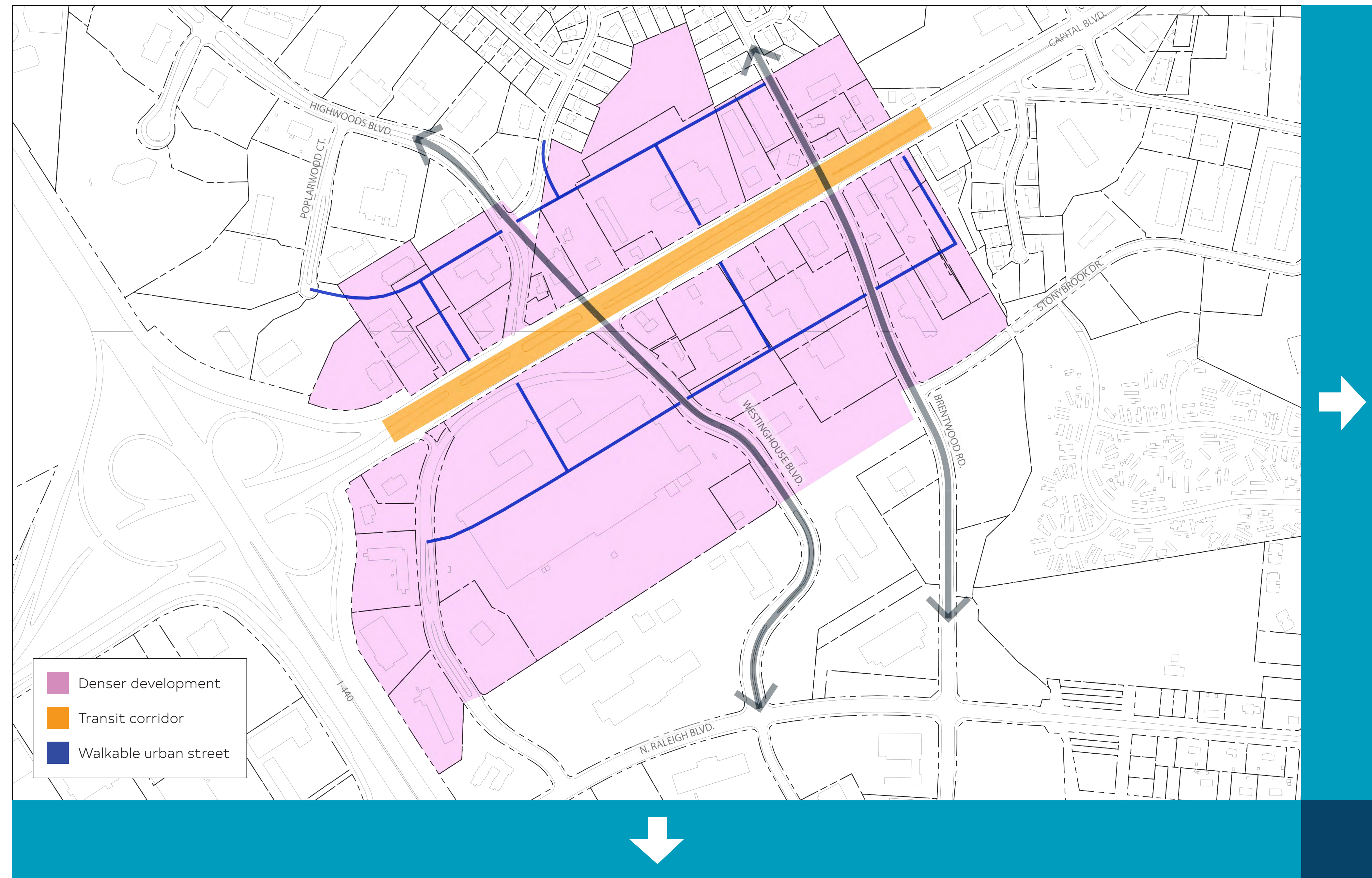
- Current recommendation: Offices and apartments with some retail
- Proposed recommendation: No offices, only residential with apartments suggested to be no more than 14 units per acre
- Recommended height: Up to 4 stories with only three stories within 100 feet of single family lot

Around Brentwood Intersection

- Current recommendation: Offices and apartments with some retail
- Proposed recommendation: Neighborhood scale retail, offices, and apartments
- Recommended height: Up to 7 stories

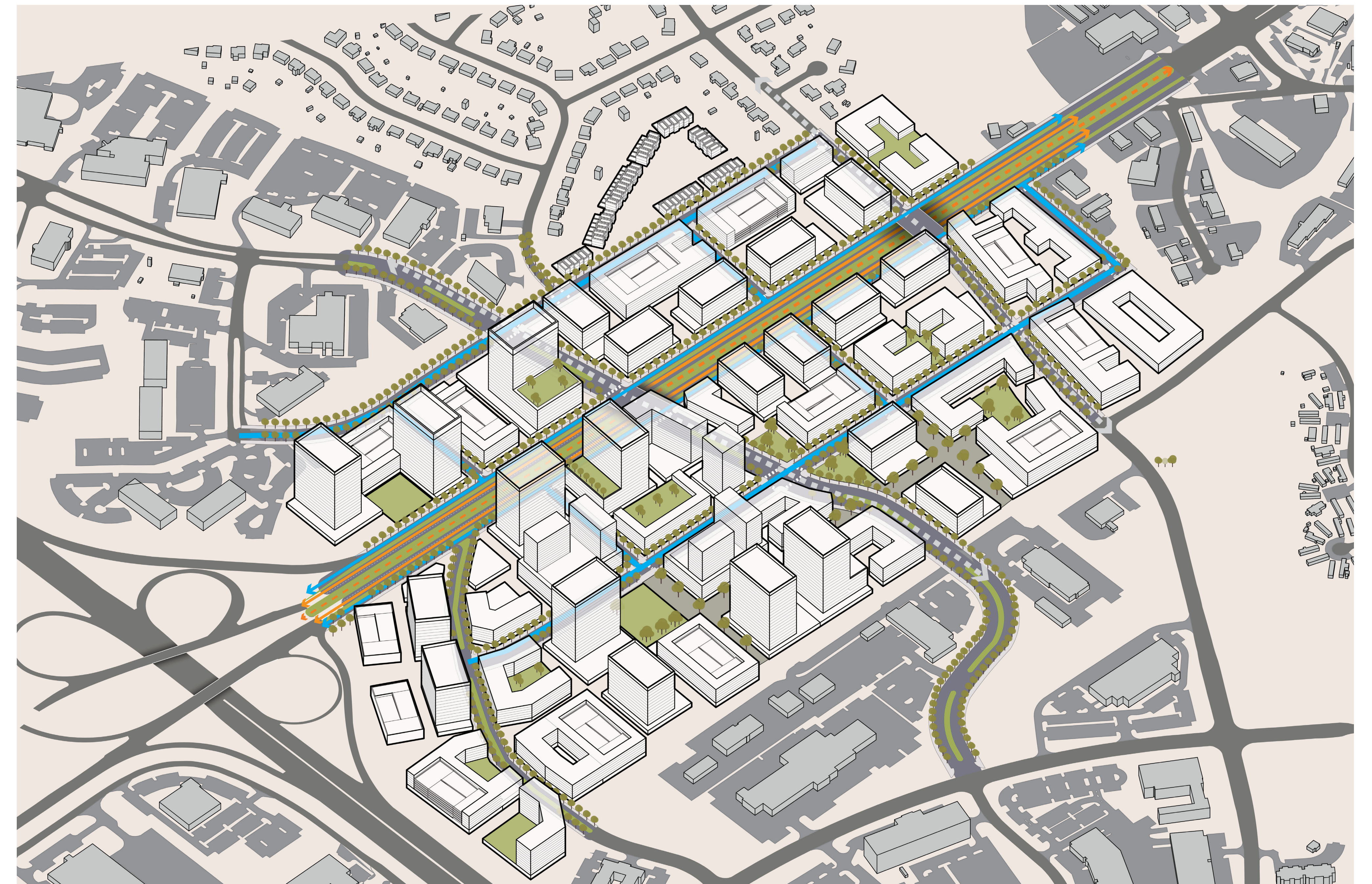


Urban Form Concept: Highwoods



Urban Form

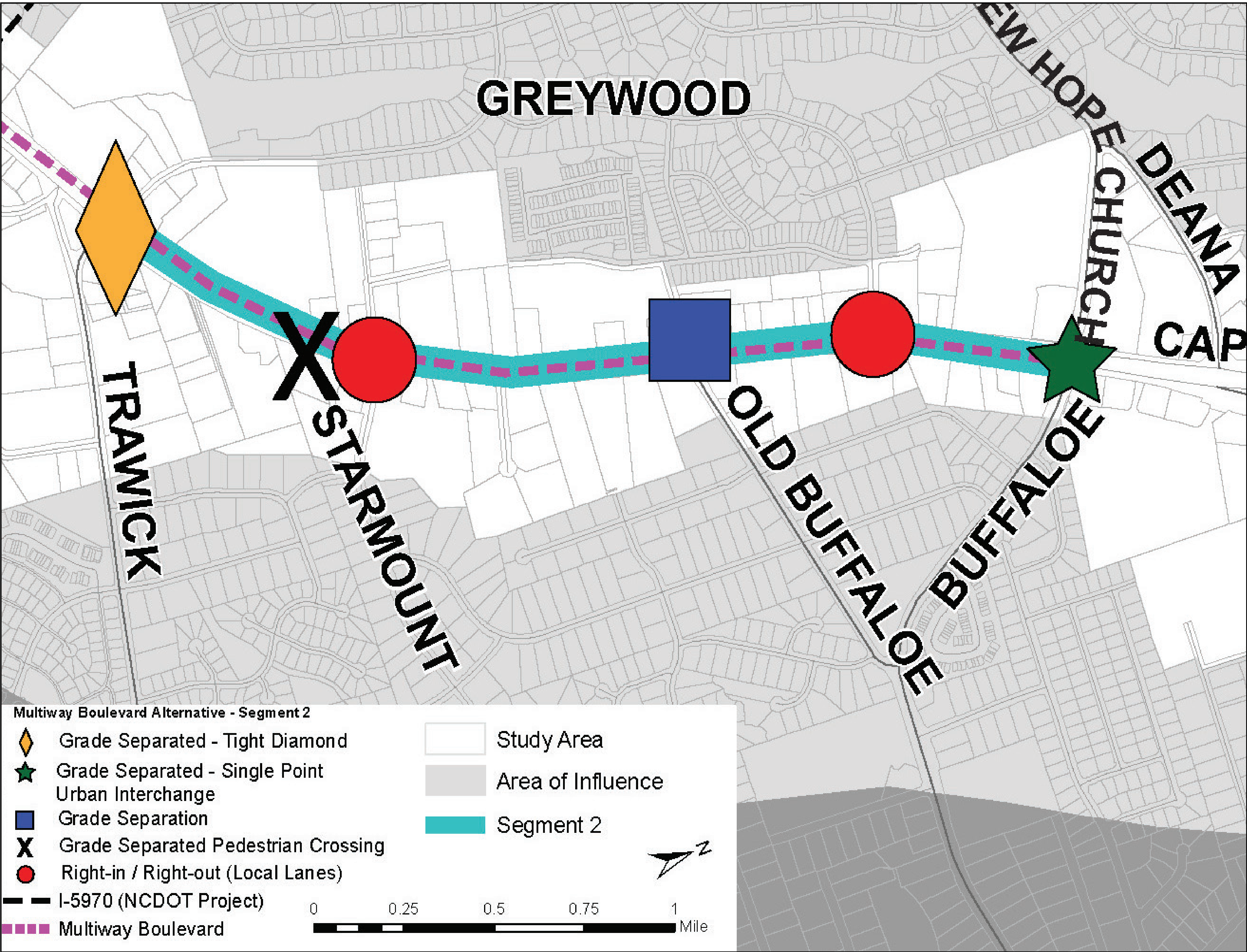
- Proposed side streets are designated as Urban Thoroughfares, encouraging a more urban style of street
- Buildings closer to the street with less parking in front
- Adds support for new streets to be comfortable for pedestrians and connected to transit



Future Development Concept

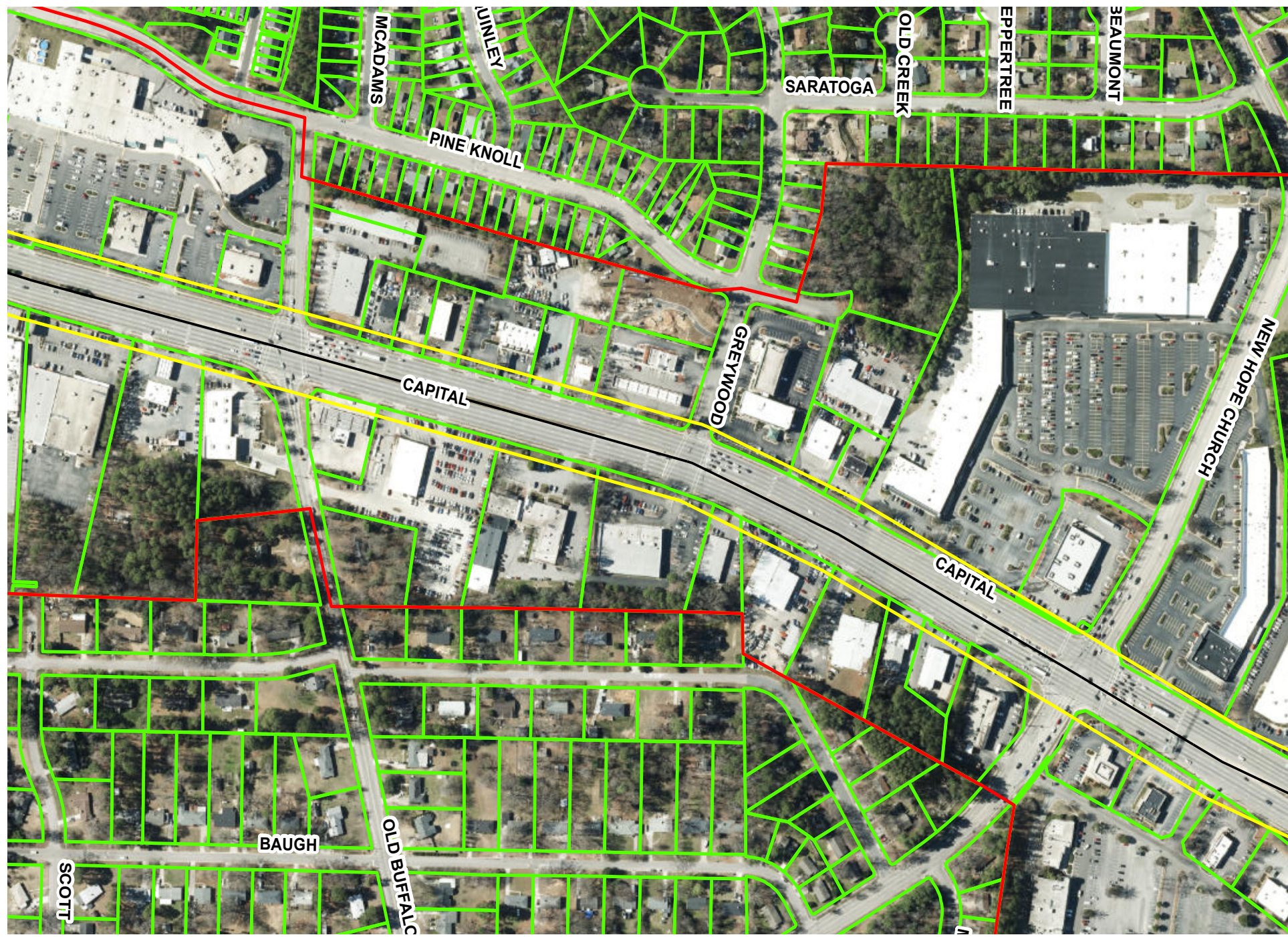
- If existing buildings are redeveloped, encourage more diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height of up to 20 stories recommended south of intersection of Highwoods and Capital, lower heights of 7 stories around Brentwood with 4 stories along surrounding neighborhoods and businesses
- Potential for BRT station at Highwoods intersection may stimulate interest in greater height and in turn allow new residents and workers to use high-quality transit service

Interchange Types: Trawick Rd to Buffalo Rd



Proposed Interchange Types

In this area, some neighborhood streets will not allow left turns onto Capital Blvd. Old Buffalo Rd would allow cars to cross Capital Blvd without the ability to turn. Buffalo Rd and New Hope Church Rd has a Single Point Interchange that helps east-west flow.



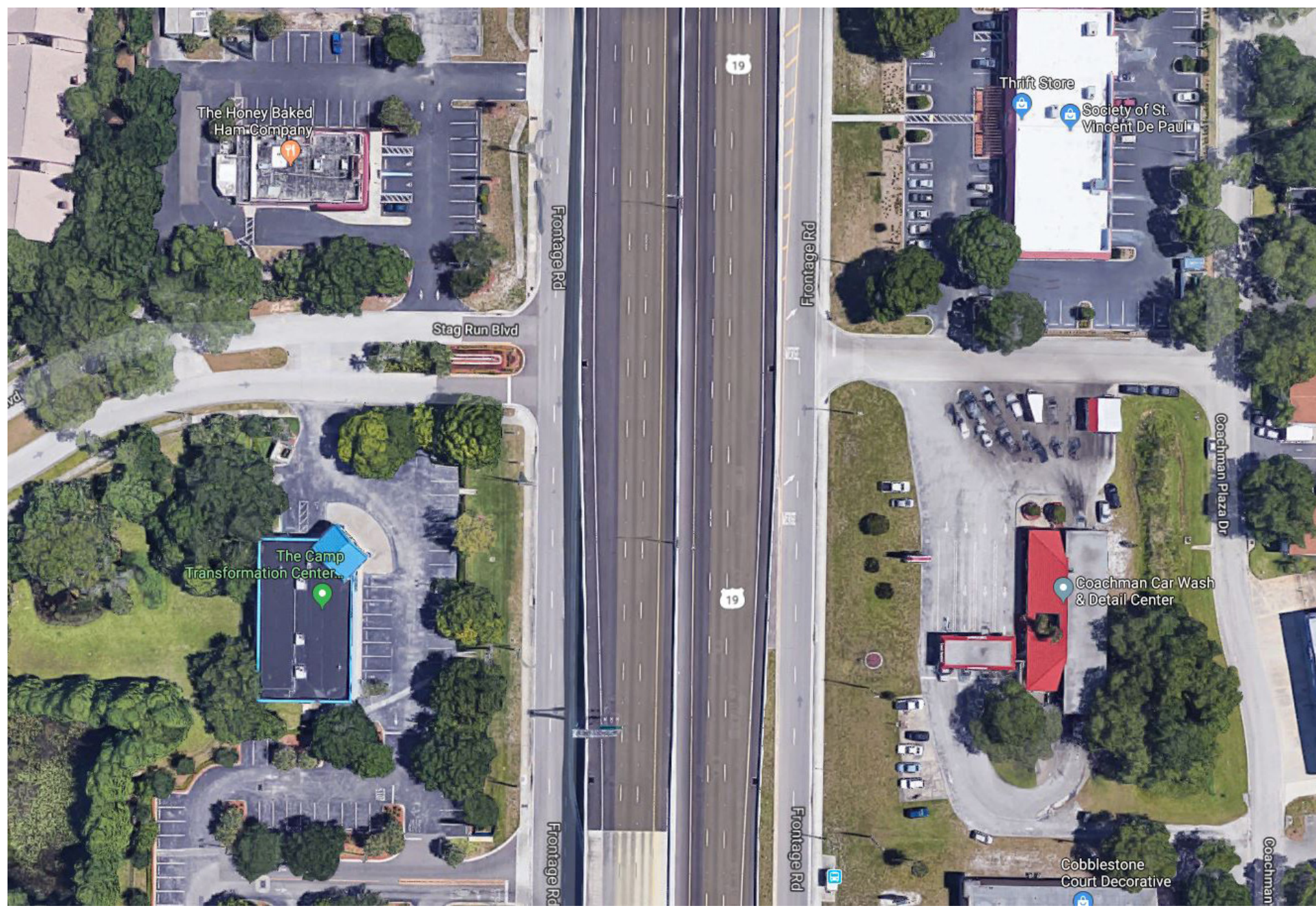
Street Width

- Significant impact in this segment
- Existing right-of-way ranges from 180 feet to 200 feet in this area
- Proposed street width is 196 feet
- Right-of-way will be larger at intersections for turn lanes and potential BRT stations



Single Point Urban Interchange

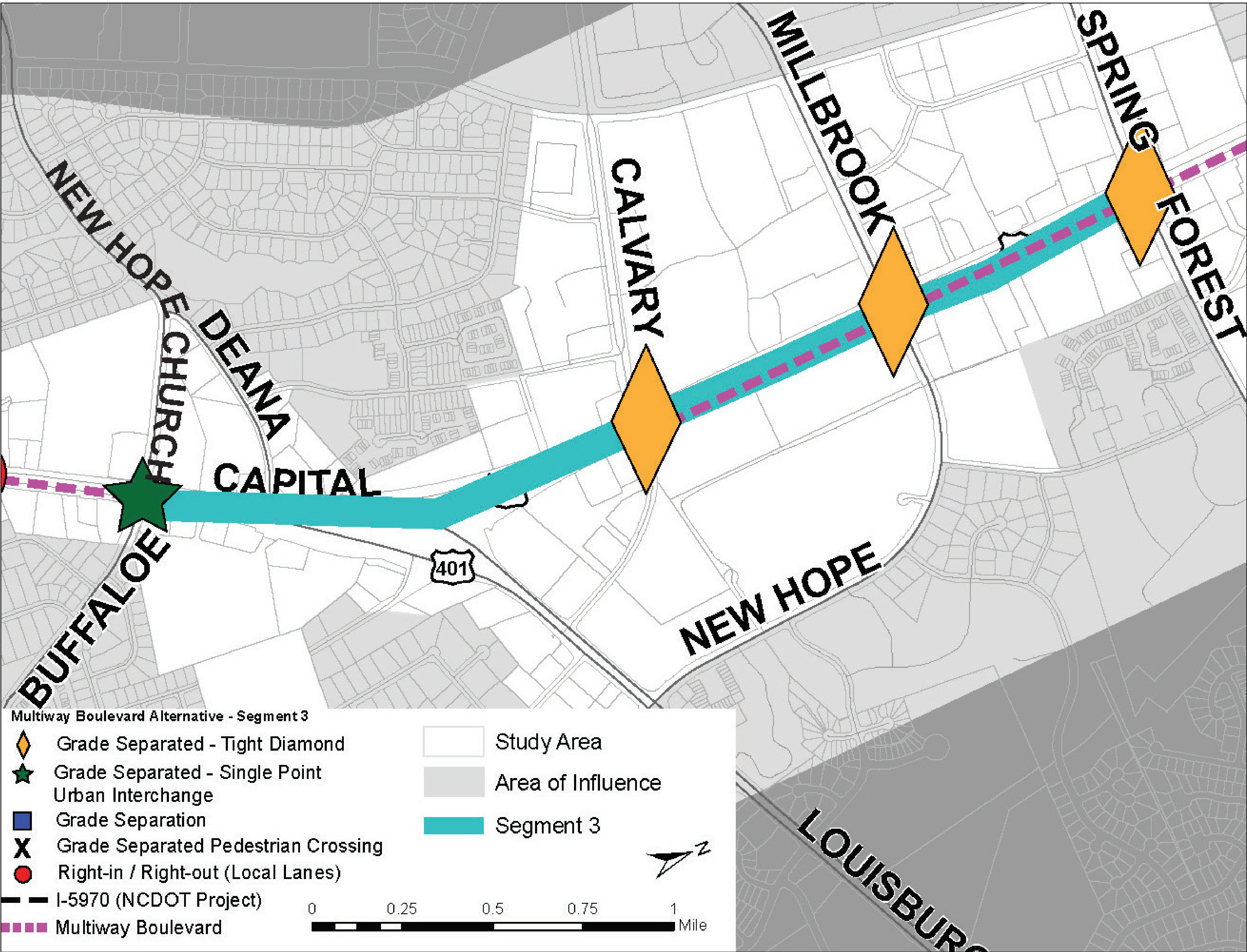
- Through lanes don't have traffic signals
- Cross street goes over or under
- One traffic signal on the bridge
- Additional ramp to be added for US 401 traffic to turn onto New Hope Church
- High-quality bike/ped facilities on bridge



Right-in, Right-out Intersection

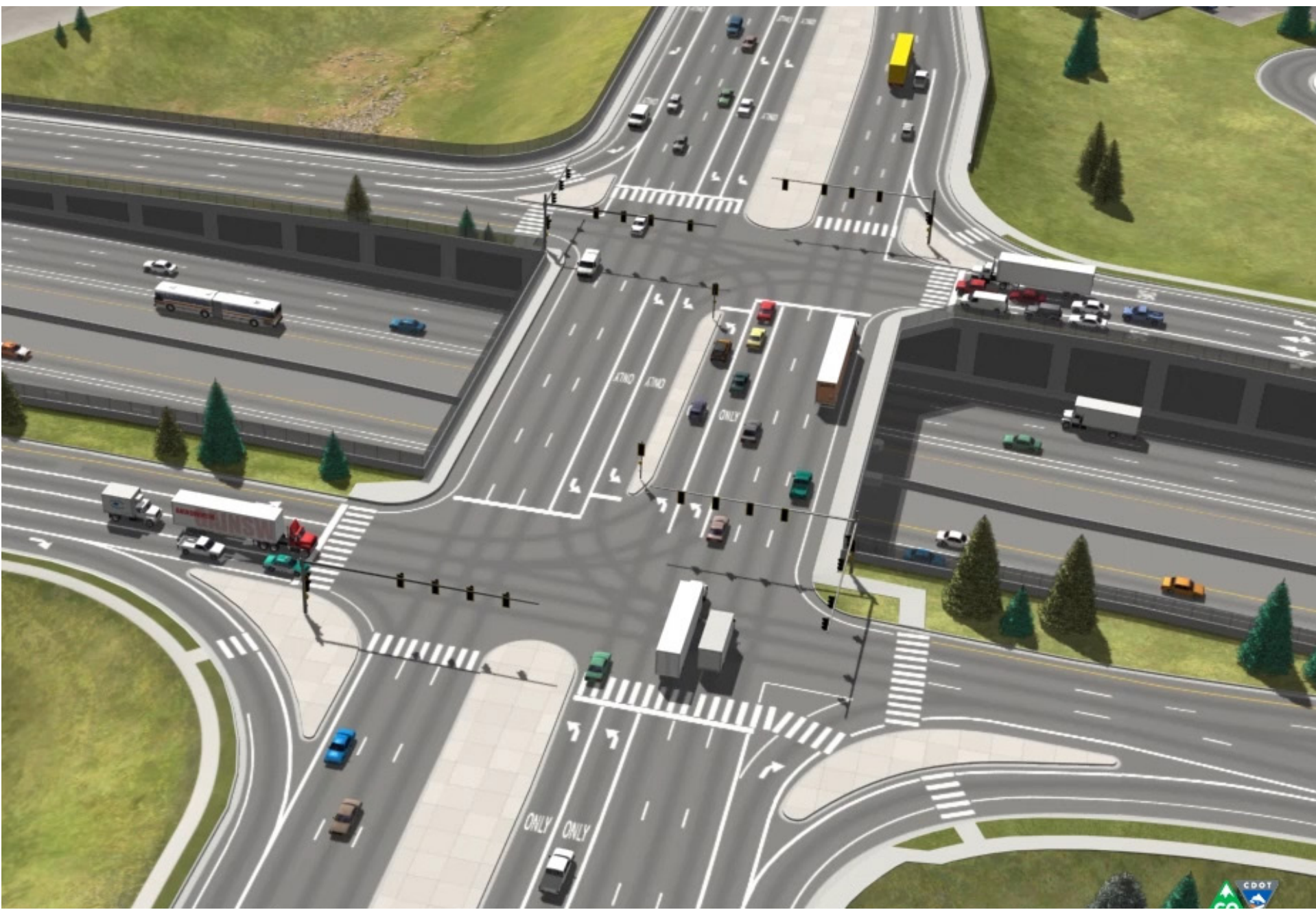
- Local lanes continue along corridor
- Access to through lanes by openings farther along corridor
- Cross street would not allow left turns at Capital Blvd

Interchange Types: Buffalo Rd to Spring Forest Rd



Street Width

- Low impact in this segment
- Existing right-of-way ranges from 180 feet to 2000 feet in this area
- Proposed street width is 196 feet
- Right-of-way will be larger at intersections for turn lanes and potential BRT stations



Tight Diamond Interchange

- Through lanes don't have traffic signals
- Ramps parallel to intersecting streets
- Street corners can remain active
- Lower vehicle speeds through turns
- High-quality bike/ped facilities on bridge



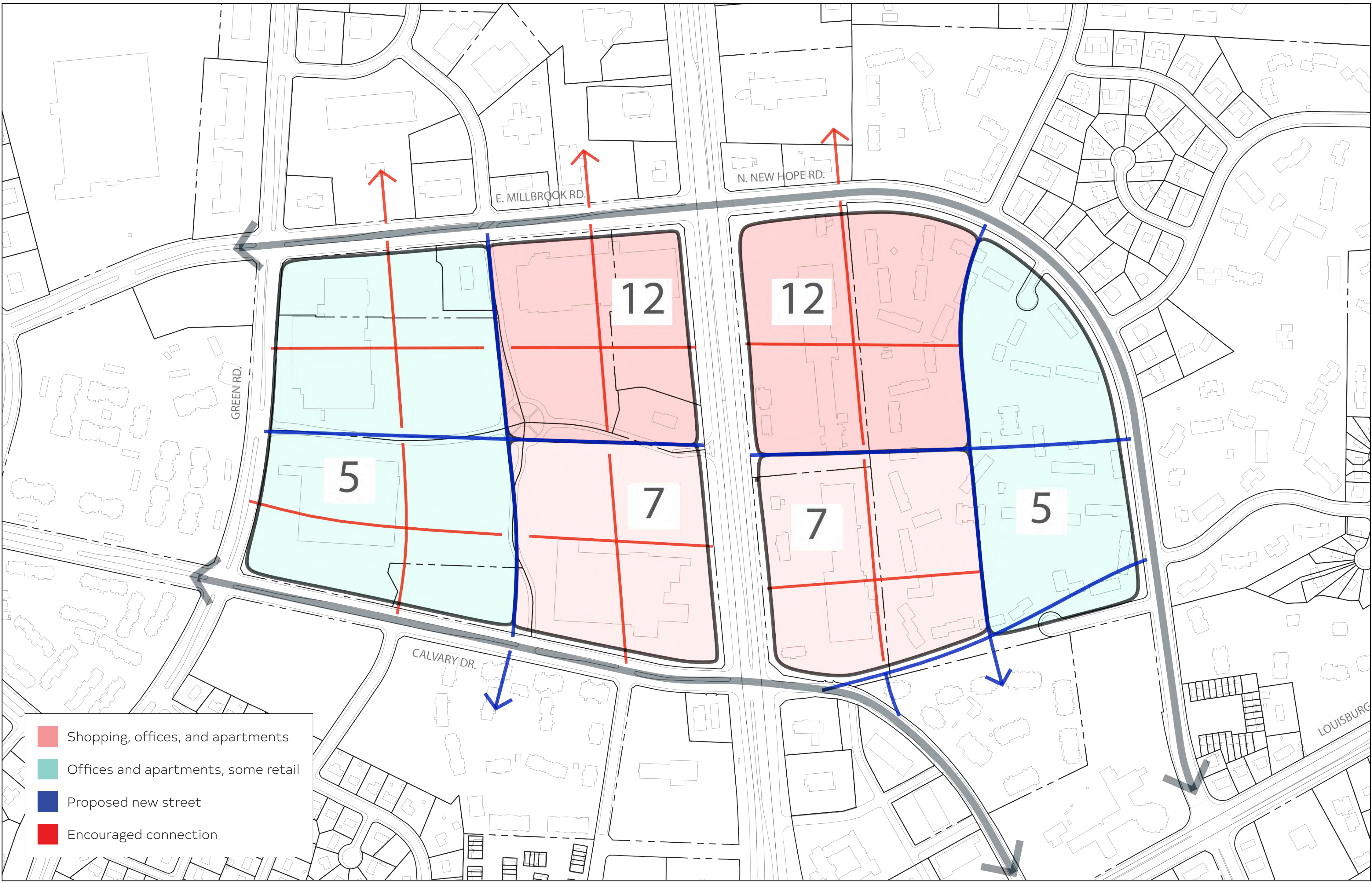
Single Point Urban Interchange

- Through lanes don't have traffic signals
- Cross street goes over or under
- One traffic signal on the bridge
- Additional ramp to be added for US 401 traffic

Proposed Interchange Types

Calvary Dr, Millbrook rd/N New Hope Rd, and Spring Forest Rd are proposed to have tight diamond interchanges. Local lanes along the outside of Capital Blvd will allow a similar level of access to today.

Land Use Concept: Mini City



East side of Green Rd

- **Current recommendation:**
Apartments up to 12 stories
- **Proposed recommendation:**
Offices and apartments with small amount of retail
- **Recommended height:**
Up to 5 stories

Near Calvary Intersection

- **Current recommendation:**
Retail, offices, and apartments
- **Proposed recommendation:**
No change
- **Proposed height:**
Up to 7 stories

Adjacent to Millbrook/N. New Hope Intersection

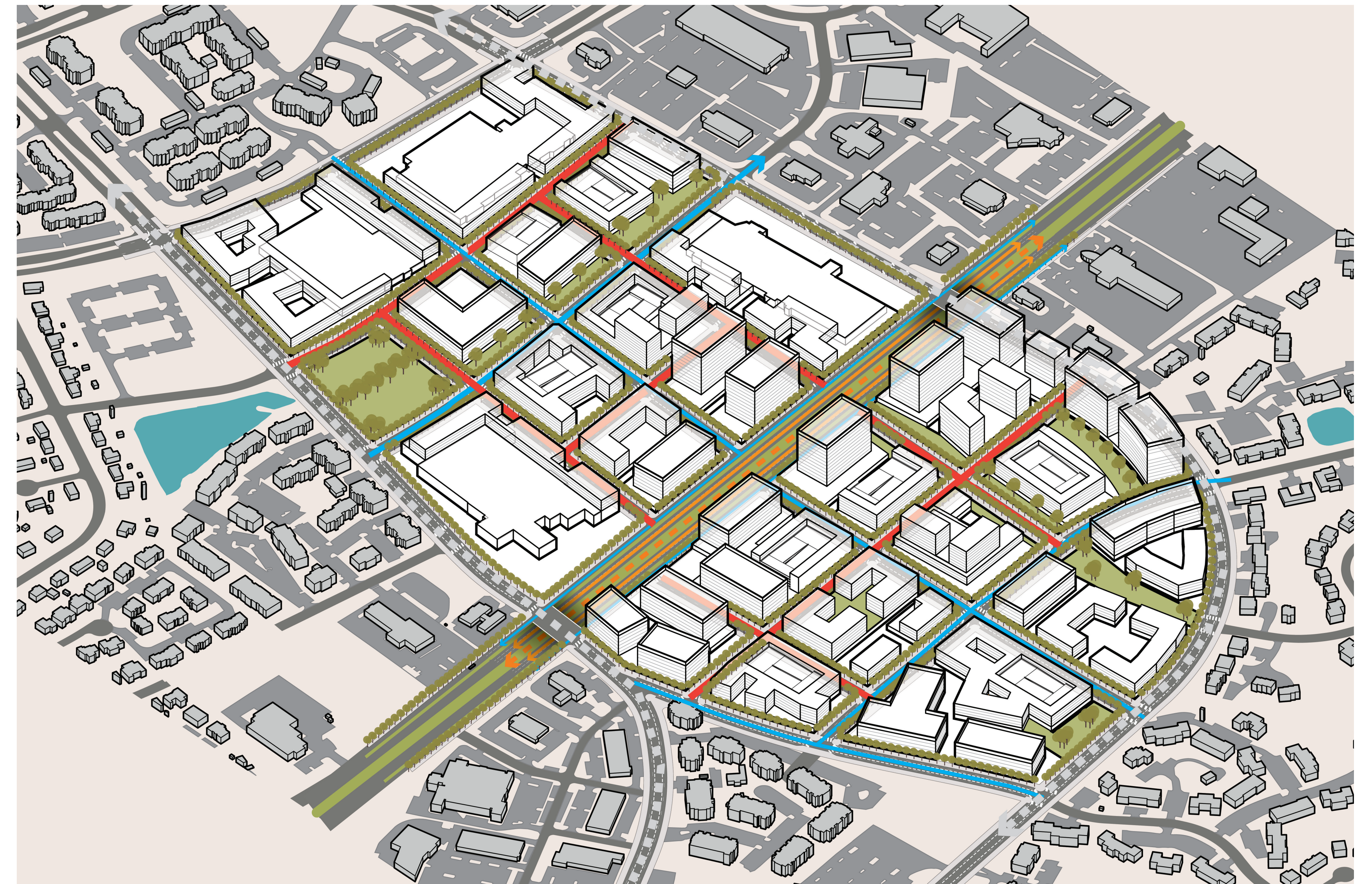
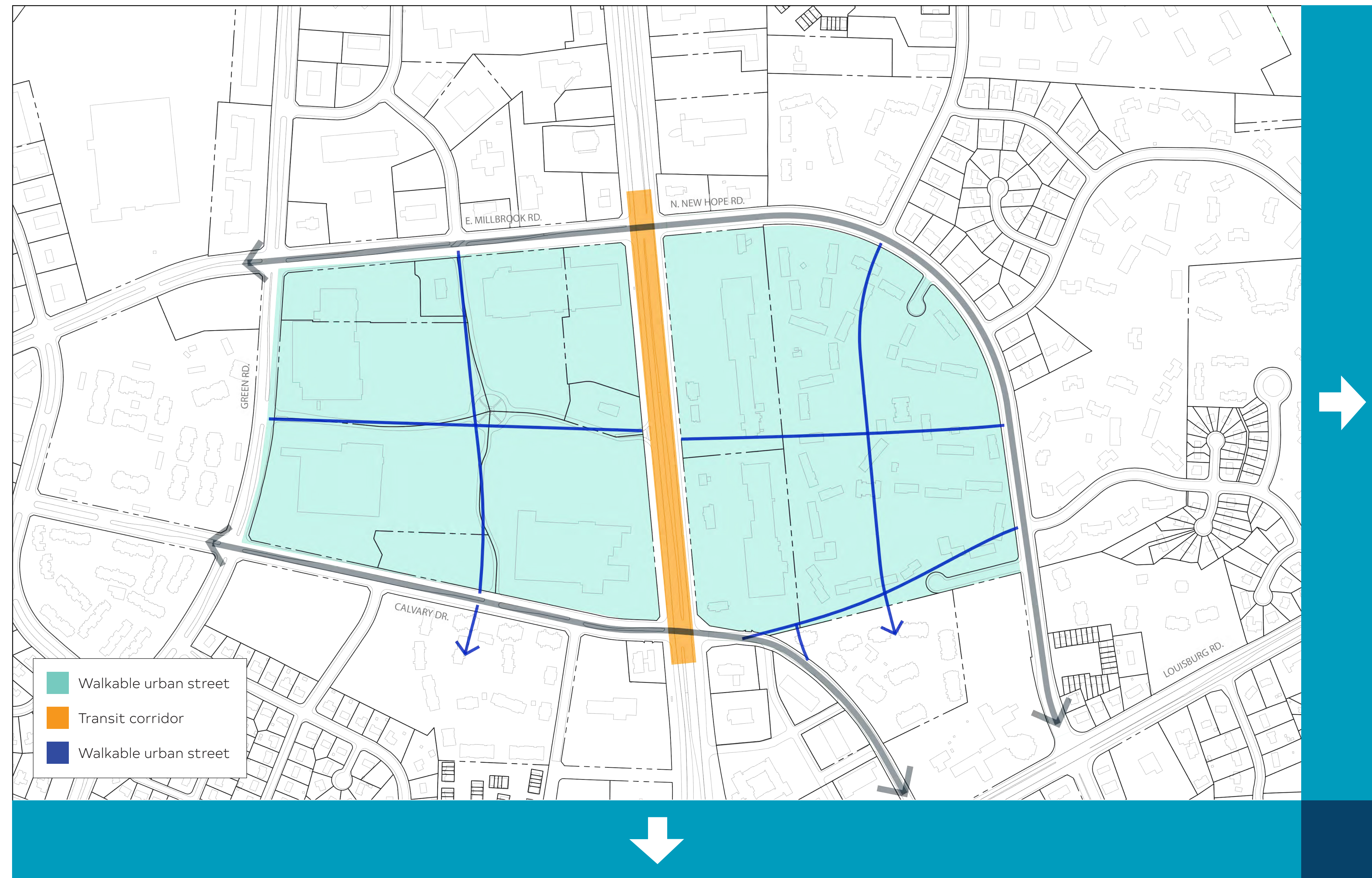
- **Current recommendation:**
Retail, offices, and apartments including shopping centers and mixed use
- **Proposed recommendation:**
No change
- **Recommended height:** Up to 12 stories

West side of N. New Hope Rd

- **Current recommendation:**
Apartments up to 12 stories
- **Proposed recommendation:**
Offices and apartments with small amount of retail
- **Recommended height:**
Up to 5 stories



Urban Form Concept: Mini City



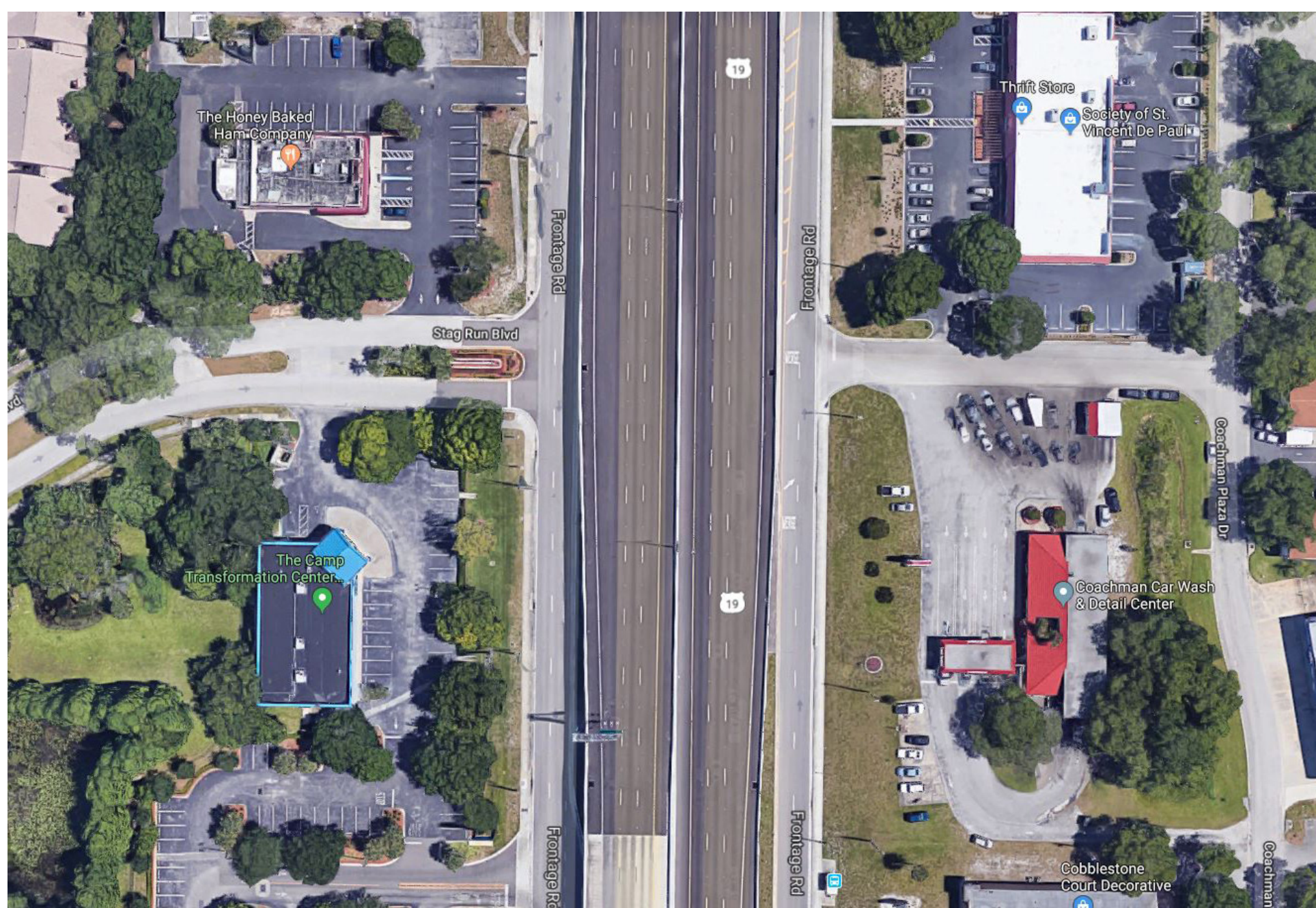
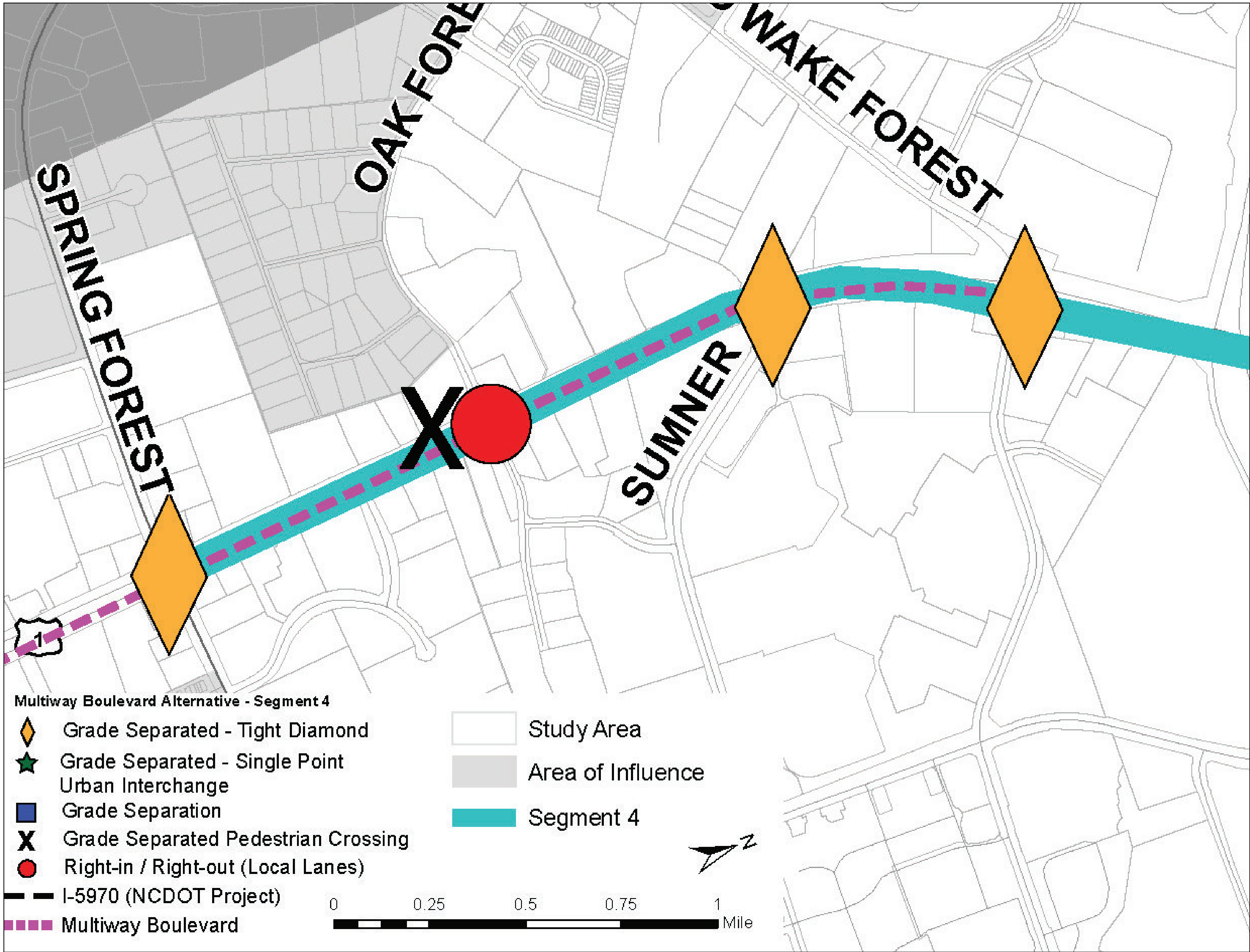
Urban Form

- Proposed side streets are designated as Urban Thoroughfares, encouraging a more urban style of street
- Buildings closer to the street with less parking in front
- Adds support for new streets to be comfortable for pedestrians and connected to transit

Future Development Concept

- If shopping centers redevelop, policies encourage more diverse mix of uses possibly including a more diverse mix of office and apartments
- Height of up to 12 stories recommended near the intersection of Millbrook and Capital, lower heights of 7 and 5 stories create transition to surrounding apartments and businesses
- Potential for BRT station at intersection at Millbrook intersection may stimulate interest in greater height and in turn allow new residents and workers to use high-quality transit service

Interchange Types: Spring Forest Rd to Old Wake Forest Rd



Street Width

- Low impact in this segment
- Existing right-of-way ranges from 200 feet to 290 feet in this area
- Proposed street width is 196 feet
- Right-of-way will be larger at intersections for turn lanes and potential BRT stations

Tight Diamond Interchange

- Through lanes don't have traffic signals
- Ramps parallel to intersecting streets
- Street corners can remain active
- Lower vehicle speeds through turns
- High-quality bike/ped facilities on bridge

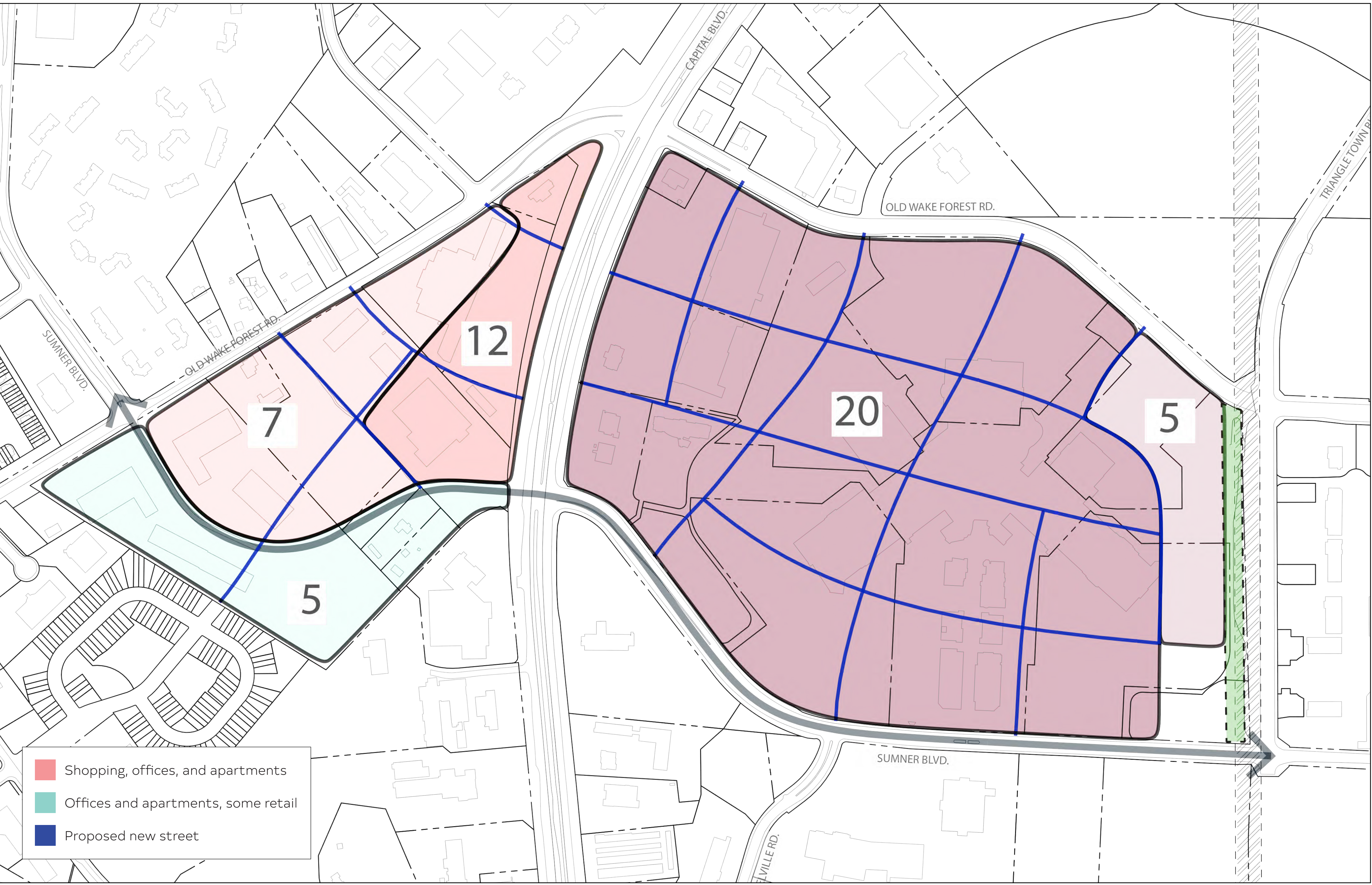
Right-in, Right-out Intersection

- Local lanes continue along corridor
- Access to through lanes by openings farther along corridor
- Cross street would not allow left turns at Capital Blvd

Proposed Interchange Types

Spring Forest Rd, Sumner Blvd, and Old Wake Forest Rd are proposed to be Tight Diamond interchanges. Oak Forest Rd is recommended to only allow right turns onto the local lanes on Capital Blvd. A pedestrian bridge is shown for Oak Forest Rd.

Land Use Concept: Triangle Town Center



West side of Capital north of Sumner extension

- **Current recommendation:**
Retail, offices, and apartments including shopping centers and mixed use
- **Proposed recommendation:**
No change
- **Recommended height:**
Up to 12 stories along Capital,
up to 7 stories along Old Wake forest

West side of Capital south of Sumner extension

- **Current recommendation:**
Retail, offices, and apartments inc. shopping centers and mixed use
- **Proposed recommendation:**
Offices and apartments with small amount of retail
- **Recommended height:**
Up to 5 stories

Triangle Town Center mall site and east side of Capital

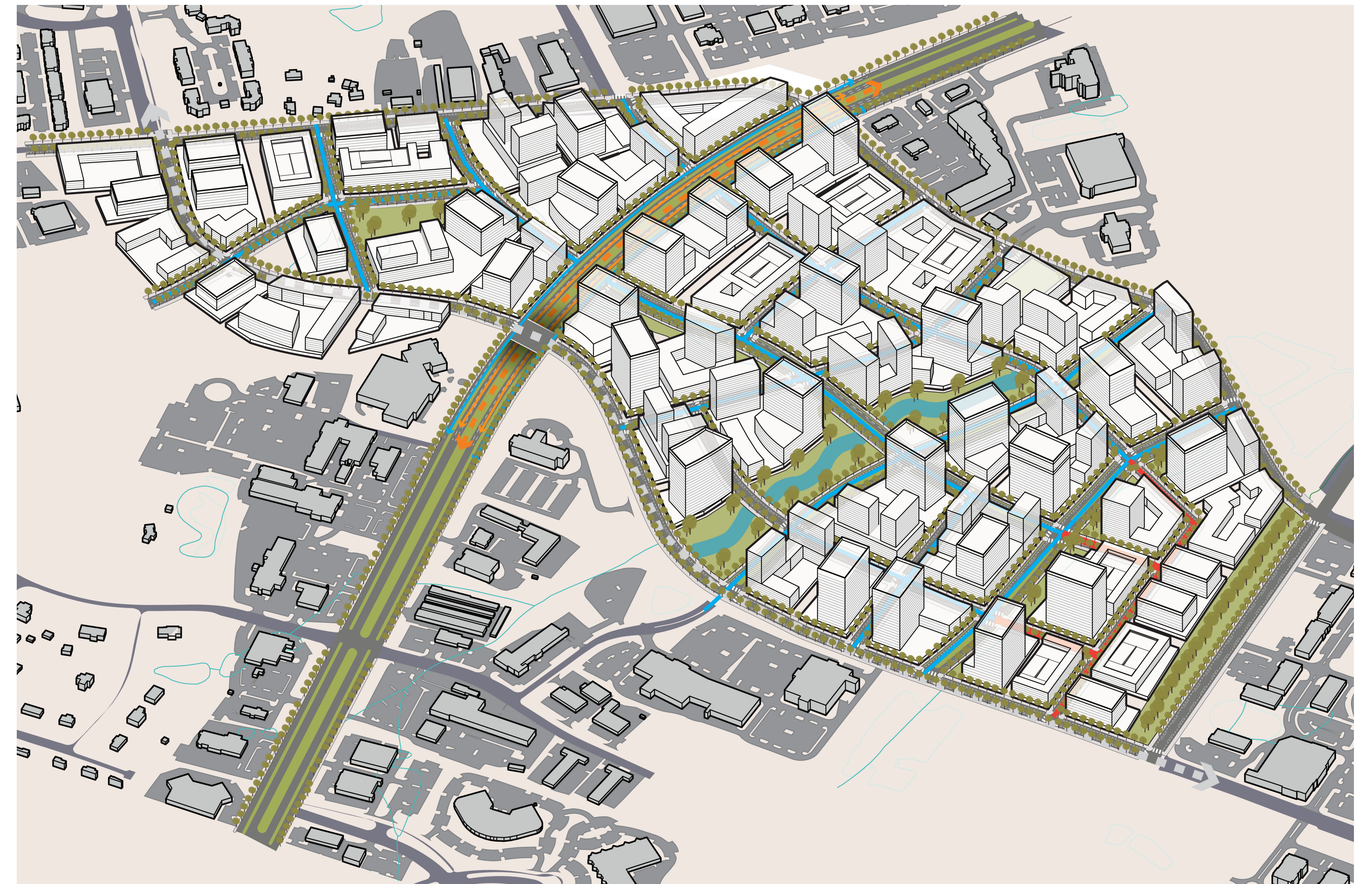
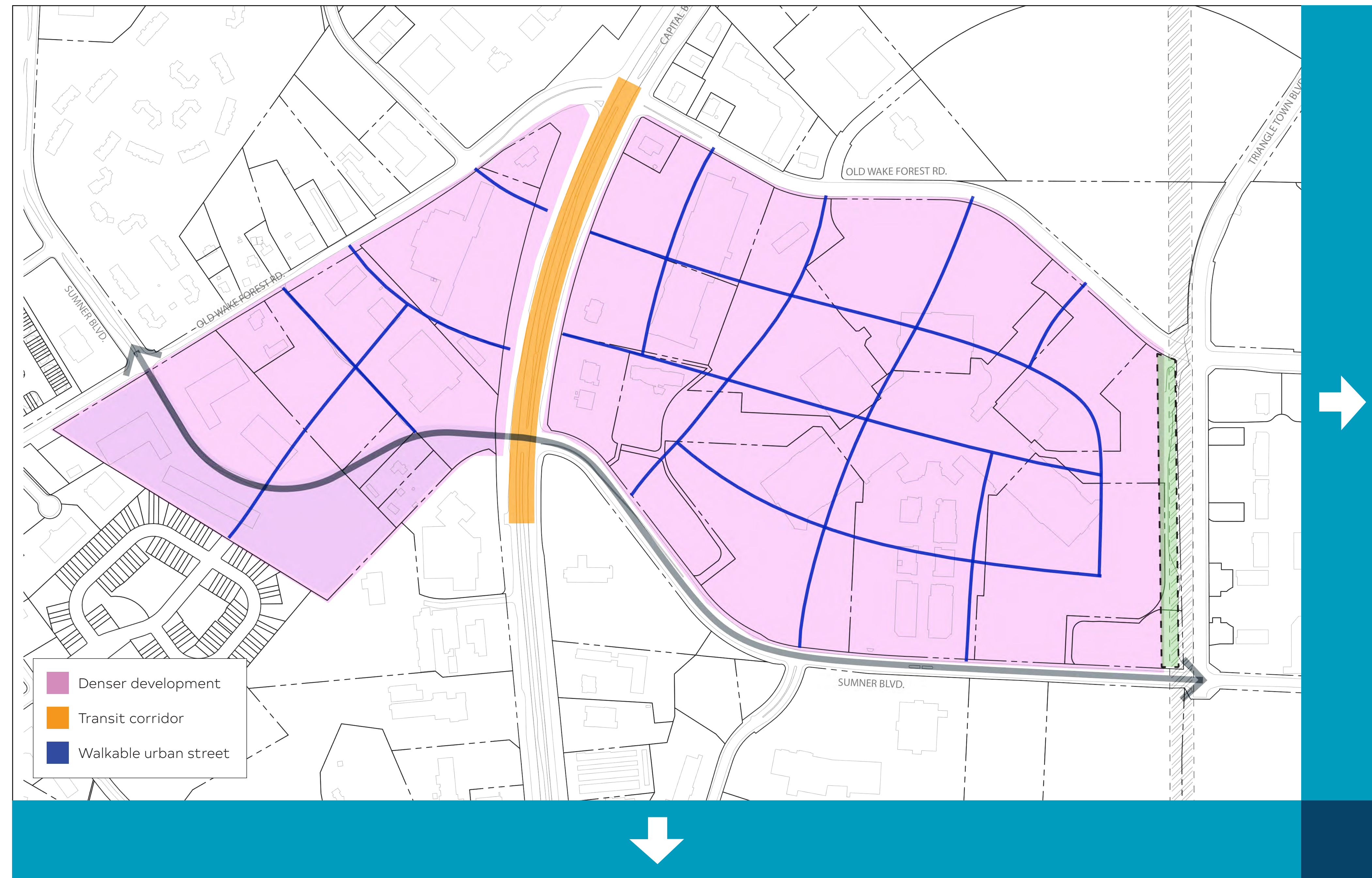
- **Current recommendation:**
Retail, offices, and apartments including regional shopping centers and mixed use
- **Proposed recommendation:**
No change
- **Recommended height:**
Up to 20 stories

Along Triangle Town Blvd (east side of the mall)

- **Current recommendation:**
Retail, offices, and apartments including shopping centers and mixed use
- **Proposed recommendation:**
No change
- **Recommended height:**
Up to 5 stories



Urban Form Concept: Triangle Town Center



Urban Form

- Proposed side streets are designated as Urban Thoroughfares, encouraging a more urban style of street
- Buildings closer to the street with less parking in front
- Adds support for new streets to be comfortable for pedestrians and connected to transit

Future Development Concept

- If shopping centers redevelop, policies encourage diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height of up to 20 stories recommended within mall site, heights of 12 and 7 stories on the west side of Capital Blvd, and 5 stories around the edges of the area to transition to surrounding neighborhoods and businesses
- Potential for BRT hub in mall site may stimulate interest in greater height and in turn allow new residents and workers to use high-quality transit service

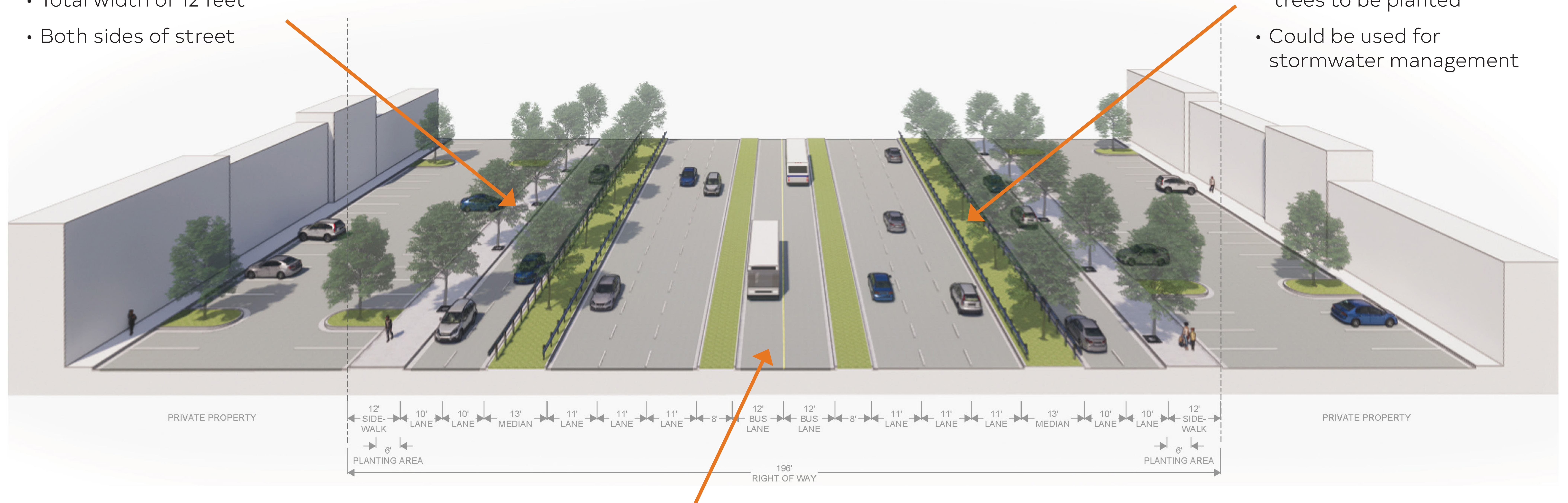
Typical Street Cross Section: Multi-Way Boulevard

Sidewalk

- 6 foot sidewalk with 6 foot tree planting area
- Total width of 12 feet
- Both sides of street

Outer Median

- 12 feet wide
- Guardrail on inside allows trees to be planted
- Could be used for stormwater management



Large Center Median

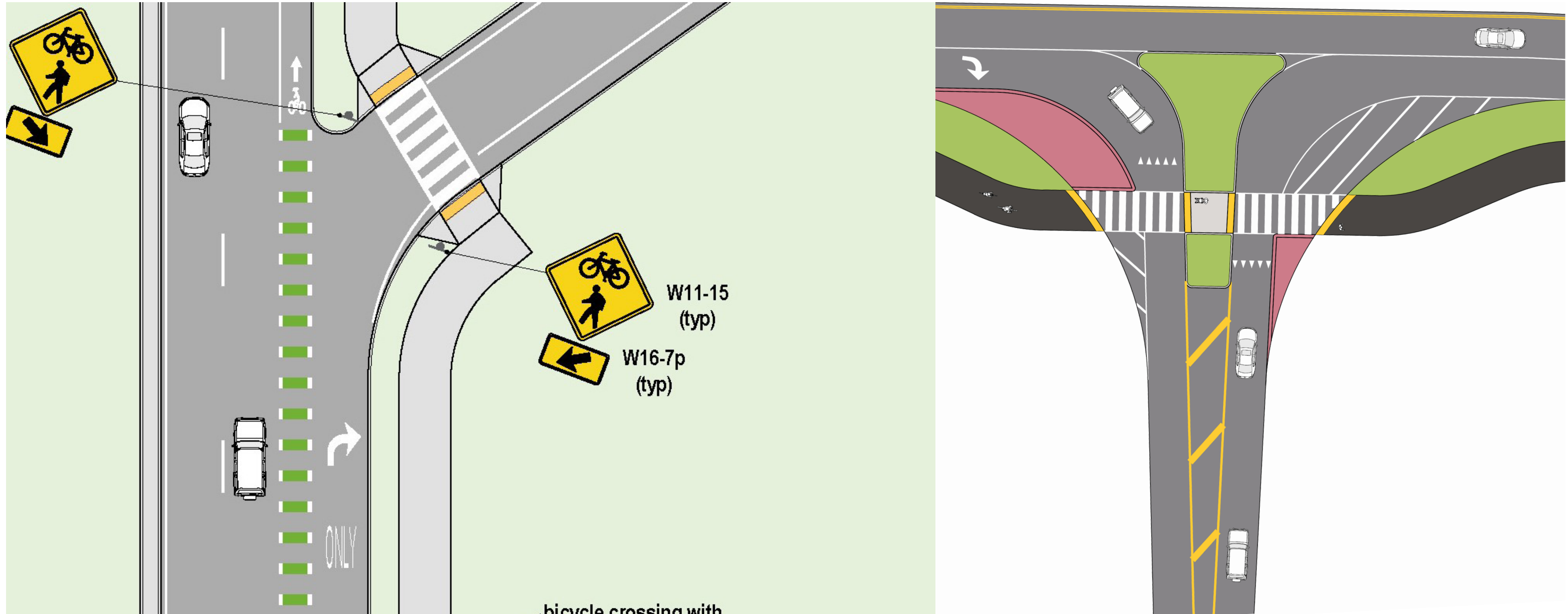
- Would allow for Bus Rapid Transit (BRT) lanes if planned in the future

Multi-modal Transportation



How BRT Could Be Integrated

- Interchange allows pedestrians to walk to stairs/elevator at center of bridge
- Transit riders could access buses going in either direction from the stairs/elevator
- Can also be integrated with pedestrian bridge



Separated Bikeway on Cross Streets

- Policy guidance for transition from on-road facility to separated at interchange

